

CLASSIFICATION **RESTRICTED**  
 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY  
 INFORMATION FROM  
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

STAT

COUNTRY German Democratic Republic

DATE OF INFORMATION 1951

SUBJECT Transportation - Roads

DATE DIST. 10 Mar 1952

HOW PUBLISHED Monthly periodical

NO. OF PAGES 2

WHERE PUBLISHED Berlin

DATE PUBLISHED Jul 1951

SUPPLEMENT TO REPORT NO.

LANGUAGE German

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Der Verkehr, Vol V, No 7, 1951.REORGANIZATION OF THE GDR ROAD SYSTEM

Prof Dr - Eng Hans Reingruber  
 Minister of Transp

The Constitution of 7 October 1949 of the German Democratic Republic provides in Article 124 that "the former Autobahnen and national highways and all roads serving long-distance traffic are under the administration of the republic." The decree for the reorganization of the road system of 10 May 1951 now completes the new organization of the road system. It is expected to increase road-transportation performance and traffic safety.

The essential characteristics of the decree are as follows:

For the whole road system, a central control is created, which is the responsibility of the Ministry of Transportation of the German Democratic Republic or, at its orders, of the Directorate General of Motor Transportation and Road System. The classification of roads remains the same. The responsibility for the administration, planning, and financing of road construction is regulated anew and clearly outlined. Accordingly, the Directorate General of Motor Transportation and Road System is accountable for the administration, new construction, and repair of the Autobahnen and long-distance highways. The Laender are correspondingly responsible for first- and second-class highways. The operative execution of the tasks of the Directorate General, however, is the responsibility of the Laender which must, in regard to the main roads (Autobahnen and long-distance roads), follow the directives of the Directorate General. Up to a certain point, the Directorate General can also direct the road administrations of the Laender, insofar as it seems necessary for the maintenance of uniformity of administration and for maintenance of the roads, regardless of the group to which they may belong.

- 1 -

**RESTRICTED**CLASSIFICATION **RESTRICTED**

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB																		
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI																		

**RESTRICTED**RESTRICTED

STAT

It is worthy of note that in this decree, the communal administration of roads is mentioned. All roads which are not Autobahnen, long-distance roads, or highways are regarded as communal roads whose administration is the task of towns and municipalities. The cities must, furthermore, take care of local streets which are a part of long-distance highways, if these highways pass through communities of more than 50,000 inhabitants; they must take care of local streets which are part of first- and second-class highways, if there are more than 10,000 inhabitants. The decree emphasizes the central control of the road system by the fact that the governments of the Laender and of the towns and municipalities are subject to technical instructions of the Directorate General.

Through this decree, the basic thought is expressed that those roads which are of special importance to heavy or rapid long-distance traffic are administered according to central directives and instructions, and that, on the other hand, the less important roads are largely the responsibility of the local administrations of those communities which are principally served by the traffic on these roads. Only in basic technical questions are they subject to the Directorate General.

The new uniform organization brings with it a saving of more than 12 percent in personnel. The decrease in the number of jobs provided in the table of organization is achieved principally by decreasing the number of jobs in the old highway-engineering bureaus. A further decrease is to result from giving up subsidiary activities which do not necessarily belong to road administration. For instance, the highway caretakers need no longer carry out any fruit-tree care or any public works. For the first time, too, the question of improvement and new construction of roads is regulated in a uniform way: in matters of land planning, it is handled in cooperation with the Ministry for Reconstruction or the Main Department for Reconstruction of the Land government (Landesregierung).

Decisions concerning the planning and necessity of improvement of local through streets in the larger communities will be made on the basis of the Law Concerning Reconstruction of Cities in the German Democratic Republic.

The administration of these local streets is in the hands of the communities. Altogether, 25 cities have been entrusted with the administration of the local through sections of long-distance highways. Under the previous regulation, 207 communities had been responsible for the local through sections of national highways. The fact that small communities are, however, not in a position to maintain local through sections of such important highways with their own road administrations makes it appear inexpedient any longer to burden the smaller communities with this responsibility.

The government decree places many new tasks on the road system. Besides the creation of a new detailed structure for the administrative organization, the present classification of roads must be checked to see whether it corresponds to the present demands. New uniform bases for construction, maintenance, and administration of roads must be worked out. In this connection the stricter personal responsibility of the branch offices charged with maintaining traffic safety on the highways will have to be especially emphasized; also in this connection, the assignment of highway sections to each highway caretaker will have to be done not according to some schematic plan, but rather according to the nature of the highway (grade and curvature conditions, width, etc.).

A new highway and road regulation is to be issued in 1951. Many old regulations of Nazi legislation, need to be canceled, reworked, or readjusted according to present conditions.

- E N D -

- 2 -

RESTRICTED**RESTRICTED**